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WEEK DAYS.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 2.45 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. to 9 p.m. ... Every 15 minutes.
9.45 p.m. to 11.15 p.m. ... Every 1 hour.
SUNDAYS.
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
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Powder only, and 1 oz. of Shot.
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CHARMING HOTEL for TOURISTS to
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with Company's Steamer to and from Canton.
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Proprietors.
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Hongkong, 2nd July, 1900. **MANAGER.**

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A. FONSECA,

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THIS HOTEL is situated in a quiet
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The building stands on an eminence, giving a
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the City of Victoria. It is within easy access of
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Mail Steamers disembark Passengers, and from
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Hongkong, 4th January, 1901. [13]

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LA ROSE	12.96	13.92
CHATEAU HAUT BRION		
LARRIVET	18.60	19.20
CHATEAU MOUTON D'AR.		
MAILHACQ	21.00	22.20
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CHATEAU LA TOUR CAR.		
NET	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

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CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address Press—A.B.C. Code. P.O. Box, 33. Telephone No. 12.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 29th April, 1901

With the beginning of the new century politicians and public writers have busied themselves with speculations as to new arrangements of the Powers in Europe and throughout the world. They appear to have satisfied themselves that the old alliances and bonds cannot be counted on as likely to endure long into the century. They point out that the Triple Alliance is now fast approaching the time when it must either be renewed or dissolved. Many anticipate no little difficulty about its renewal for another period. Of the authors of the original treaty, they point out, nearly all are dead. The Emperor FRANCIS JOSEPH is the only one of the three Monarchs, who presided over the original negotiations, and of the statesmen who drafted the first treaty—BISMARCK, ALEXANDER, and CRISP—only the last named survives, and politically he has long ceased to be a force. The Italian people, or at least the poorer section of them, are not inclined to look favourably on a tie which imposes on them so heavy a taxation to meet Italy's military and naval obligations to her allies, while the German-Italian commercial treaties are by no means in favour of Italy. It is stated that the new Italian Foreign Minister will make the re-entrance of Italy into the Triple Alliance dependent on a favourable revision of the Commercial Treaty with Germany. What significance is really to be attached to the recent Franco-Italian amities at Toulon, it is impossible to say. French publicists will make the most of it, and the Italian Government itself is likely to be pleased at the almost effusive remarks of President LOUVEUR, such demonstrations need not mean much, and it is to be doubted whether Berlin is at all agitated at the sight. The Triple Alli-

ance has done much toward preserving the peace of Europe during the end of the Nineteenth Century, and the contracting parties will think long before severing the bond. Nevertheless commercial questions are sure to play a prominent part in the arrangements of the future.

In a similar way, commercial questions will have much to do in the mutual attitude of Germany and Russia. The treaty of commerce between these two nations expires in 1903, and it is extremely problematical what *modus vivendi* will then be adopted between these two great Powers. Well-informed persons in Russia testify to an increasingly bitter feeling towards Germany, which is due to many causes, but especially to the opinion that Russia's policy generally has been thwarted in several directions by that of Germany. If Russia were happy and prosperous in herself she would probably treat Teutonic opposition with a certain amount of indifference, in the belief that time was fighting her battle, and that only patience was needed to restore the balance in her favour. But far from being flourishing or contented, Russia is suffering from great commercial and industrial depression, and some of her own leading men believe that she stands on the edge of a financial abyss from which all the artifice of M. DE WITTE will not save her. The difficulties of their country increase the acerbity with which Russians are now regarding the developments of German policy in the Near and Far East. Responsible writers do not hesitate to speak of a growing rift between Slav and Teuton. The Emperor WILLIAM has, it is true, shown more regard for Russia's feelings than has been grateful to the people of Britain; and in China in particular he has acted in such a way that Russia, unopposed by the nerveless, the "gelatinous" policy (as it has been styled) of Lord SALISBURY's Government, has grown overweening, with the result that the world is now faced by a most critical and dangerous situation in Manchuria and the neighbouring provinces of China. Germany, however, has not failed to exact a very full compensation for her complaisance, and now Russia, resentful though she may be at the likely success of Germany in the race for the Persian Gulf, is probably more alarmed still at Germany's position in China. Hitherto, says a correspondent of obvious authority, writing recently to the *Daily Chronicle*, Russia has supposed that she had only two opponents to deal with in Northern China—one, Great Britain, who she believed would never seriously oppose her in Manchuria, because she could find compensation in other parts of China; the other, Japan, for whose power she feels, rightly or wrongly, nothing but contempt. But the development of German plans in North China has been startling in its rapidity and comprehensiveness. Russia is filled with apprehension for that the German regis should be thrown over the Chinese Empire, and especially over that part nearest to her own possessions, was a contingency that never presented itself to her deepest thinkers or most prudent statesmen. To add to the already enormous drains on Russia's finances caused by her activity in North-Eastern Asia, the St. Petersburg Government is now confronted with great addition to her expenses brought about by vigorous German competition. It is for this reason, no doubt, that we have seen the reconciliation between Russia and France after a period of strained relations between the two allies. The immediate result is sure to be another French loan to Russia. In return for this France will have the privilege of supporting Russian policy in China, with a hope that she may get something more for herself in South-Western China—a dream which will one day threaten to become something much more tangible and which therefore must not simply be dismissed as a harmless illusion.

In no part of the world does the continuance of old alliances among the Powers of Europe, or the formation of new promise to have more influence than in the Far East. The whole question of the stability of China is bound up with the maintenance of a certain equilibrium between the various nationalisms of the Powers. The old alliance between Britain and France in Chinese affairs did much to guide the progress of China in the direction which it took for a large part of last century. The temporary compact between Germany, France and Russia, after the China-Japan War, took from Japan what she won from China and installed in Japan's place far more terrible masters in China. The Anglo-German Agreement promised to maintain China's integrity, though it has yet to fulfill its promise. A wider combination of Powers, including the United States and Japan, might settle the Chinese question finally, as far as any finality is possible. But the likelihood of the Powers holding together long enough to come to a proper and honest decision is unfortunately none too great. Nearly every "concert" of Powers has proved a fiasco hitherto. The present one, if it fails, will be the most dismal failure of all.

The Hongkong Weekly Press will be published to-morrow morning, for posting by the German Mail leaving on Wednesday. It will contain a full account of all particulars relating to the stranding of the P. & O. steamer *Sobraon*.

Col. Charles Hicks, representative of Harman's Circus, arrived yesterday from Manila, on his way to Singapore.

We have received from Messrs. Lutgens, Einmann & Co., on behalf of Gandy's Baiting Co., a neat little almanac for the year 1901.

Lieuts. G. J. B. Sayer and G. C. Fallerton, Hongkong Volunteer Corps, have been granted two and twelve months' leave of absence respectively.

The Weekly Prayer-Meeting in connection with the Hongkong Christian Union will be held in the Music-Room at the City Hall to-day at 5.15 p.m.

The Hon. C. McI. Messer has been appointed a Director of the Widows' and Orphans' Pension Fund during the absence on leave of the Hon. A. M. Thomson.

The correspondence between the local and the home authorities relating to the removal of Cape D'Aguilar Light to Green Island is published in the *Gazette*.

During the 24 hours ending at noon on Saturday there were reported 11 fresh cases of plague, with 9 deaths (all Chinese). There was one fresh case of small-pox.

H. M. S. *Glory* arrived from Woosung on Saturday. On the same day the British store-ship *Humber* left for Shanghai. The French gunboat *Vipère* left on Friday night for Saigon.

We call our readers' attention to the C. P. R. Co.'s Special Extra Service. The Company has decided to run two extra steamers between China and Vancouver via Japan ports. Full particulars will be found in another column.

Commodore F. Powell, R.N., C.B., Mr. H. J. Gompertz (Hon. Sec.) and the Hon. W. Chatham have been elected members of Church Body in the place of the Hon. W. M. Goodman, K.C., and Messrs. R. D. Ormsby and A. Bryer, resigned.

The Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary, has not gone on leave to Japan as previously stated, but will proceed up the Yangtze as far as Ichang, and possibly may also visit Tientsin after his return to Shanghai.

Yesterday morning, about nine o'clock, a little Chinese boy of four years of age was playing on the verandah of his parents' house at 26, Tai Ping Shan Street, when he overbalanced and fell to the ground, a distance of forty feet. He died three hours later from injuries to his head.

Mr. Erich Georg says in his weekly share list, dated Hongkong, 27th April:—A fairly good business has been done during the week under review, but taken as a whole, the quotations have, with very few instances, ruled a bit erratic. The market closes fairly firm for most good stocks.

"An Occasional Correspondent" calls attention to the noise made by coolies and hawkers who "howl and bawl" along the side streets, and otherwise disturb the inmates of the houses. They trench far into the night at times, and so become a public nuisance. The correspondent adds:—"Surely the police can do something to abate the nuisance."

On Saturday an evening concert was held in the Diocesan School. There was a large attendance both of the school-boys and of the public, who greatly appreciated the effort of their entertainers. The following ladies and gentlemen took part:—Mr. Stringer, Misses King, Leykam, and Chungyut; Messrs. During, Coster, and Whitlock; Sergt. Simmers and Pte. Townley. Miss Chunnut's song from *A Runaway Girl* was well worthy of the encore it evoked. The Rev. J. H. France ably fulfilled the duties of chairman.

The following lawn tennis results were arrived at on Saturday:—Professional Pairs—F. Maitland and H. W. Slade beat H. Pinckney and F. P. Harrold (6-2, 6-2); Double Handicap—J. Hooper and E. H. Hind, 15, beat A. G. G. and J. E. Lee, 15 (2-6, 6-2, 6-4); A. Class Handicap—E. F. Mackay, 4/6, beat H. Pinckney, 15, 15 (6-4, 5-7, 7-5); B. Class—C. M. G. Burnie, scratch, beat Capt. Tulloh (6-3, 6-3); D.A. Castro, 15-3, beat F. D. Bain (6-3, 6-4); Championship—P. A. Cox beat A. Humphreys (2-6, 6-2, 6-4, 6-2, 6-2). The fixture for to-day is the match Cox and Mackay v. Grist and Smith.

It is feared that the damage done to H.M.S. *Centurion* by her recent collision with H.M.S. *Glory* at Woosung is greater than was at first reported. By the first impact the *Centurion* was struck about ten feet below the water-line on her starboard quarter, and one of her watertight compartments was quickly filled. By the second impact she was broadside on to the *Glory*, and received farther damage to her plates, happily within the same watertight space. The direct cause of the collision was putting the helm hard over with a view of picking up one of the boats. She was then four cables length astern of the *Glory*, and a high sea was running. Dragging her anchor with considerable force the *Centurion* fell upon the *Glory's* ram, and evering with the current dropped a second time broadside on. Divers were at once sent down and she was patched sufficiently to reach Hongkong in safety. She now lies in mid-stream, and will dock at the latter end of the week. The *Glory*, which arrived in port on Saturday, is comparatively unharmed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 28th April, 8 p.m.

HONOURING THE MURDERED YAMEN MINISTERS.

A great funeral procession took place to-day at Peking in honour of the three Taungli Yamen ministers murdered by Prince Tuan.

GERMANS DEFEAT CHINESE NEAR HUAILU.

A Peking telegram brings news of an engagement between the Germans and Chinese beyond Huailu. The Chinese were driven out of the pass which they were holding. Ten Germans were killed and six wounded.

IMPERIAL COURT'S LAST EFFORT.

An official statement to the effect that a regency is established is regarded as the last effort of the Chinese Court to save its face and to throttle reform.

GENERAL NEWS.

LONDON, 27th April, 8.40 p.m.

JAPAN'S FINANCIAL POSITION.

The *Standard's* City Editor, commenting on the causes of the financial panic in Japan, says that the most permanent solution of the difficulty would be that sufficient inducement should be offered to prompt foreign capitalists to invest their money in Japan.

TERRIBLE POWDER EXPLOSION IN GERMANY.

The smokeless powder works at Greisheim, near Frankfurt, have blown up. Eighty dead bodies have been recovered, and it is believed that more are buried beneath the ruins.

REUTER'S SERVICE.

LONDON, 25th April.

SOUTH AFRICA.

The Boers are again active in Cape Colony. Fighting has occurred in the districts around Graaff Reinet, Steynsburg, and Barkly East.

LONDON, 25th April.

THE NEWFOUNDLAND FISHERY QUESTION.

The British Government has submitted to France definite proposals for a settlement of the whole Newfoundland Fishery question, and a reply is awaited.

THE COAL TAX.

Sir Michael Hicks-Beach, replying to a deputation, said that he was unable to withdraw the Coal tax, but that he would deal fully with existing contracts.

LONDON, 26th April.

THE TEA DUTY.

A resolution re-imposing the existing duty on Tea (6d per pound) has been adopted. An amendment by Mr. Redmond to reduce the tax to fourpence was rejected.

In the debate, Sir Michael Hicks-Beach said that he was aware of the condition of trade in India, but regretted that he was unable to reduce the duty this year.

EGYPT.

In the House of Commons, Mr. Rolleston asked whether the Government could name a day for the evacuation of Egypt. Viscount Cranbourne replied no.

LONDON, 26th April.

SOUTH AFRICA.

Sauer Botha, an ex-minister of the Transvaal, has been sentenced to a year's imprisonment for treason. Lord Kitchener reports the capture of 115 more prisoners, and a twelve-pounder Krupp gun with 15,000 rounds of ammunition. A 4.7 gun has been captured at Holvetia.

The first suit arising out of the loss of the *Rio de Janeiro* was filed in the United States District Court on 13th March. The plaintiff, Mrs. Sarah Guyon, who is the widow of Henry Guyon, one of the victims, has brought two actions, one to recover \$25,000 damages and the other for the cost of the transportation and the personal effects lost in the wreck. The plaintiff makes sweeping charges of neglect. The officers of the vessel are arraigned for not making proper soundings when coming into the harbour, and the Pacific Mail Steamship Company is held responsible for not providing a crew of intelligent men who understood the English language, and a sufficient number of licensed officers.

THE STRANDED "SOBRAON."

As we stated in our Shipping Extra on Saturday, the following information had been telegraphed to the local office of the P. & O. S.N. Company:—

Foochow, Friday evening. "Haoshia" proceeded *Sobraon* this morning. French cruiser goes this afternoon with Armit (3rd Officer *Sobraon*) aboard. Mails in good order.

The following is a summary received by telegraph from Shanghai of passengers and cargo on board the *Sobraon*:—

Passengers—17 Adults and 5 children (first saloon), 40 Adults and 13 children (second saloon).

Cargo—Treasure \$2,000 only, 819 bales fine silk, 51 bales waste silk, 250 tons strawbraid, 150 tons hides, 150 tons sundries.

On Saturday afternoon Mr. Ritchie requested the Telegraph Company to wire to Foochow to ascertain the state of the weather, and a reply came back to the effect that it was still calm. This news was reassuring, as, from the gusty wind and equally appearance of the sky here on Saturday morning, it was feared that a change might have set in, and that, too, from a quarter most inimical to the *Sobraon*.

The P. & O. Company intend paying the fares of passengers by the stranded steamer from Foochow to this port.

The P. & O. Company yesterday afternoon received two telegrams from Foochow to the effect that 17 passengers and 89 mail bags had been landed at Foochow from a junk. This is presumably the junk that was reported from Sharp Peak. Passengers and baggage, probably those landed on the island of Tung Yung, were also brought in by the steamer *Irene* (2nd Princess *Irene*).

THEATRE ROYAL.

"THE SECOND MRS. TANQUERAY."

No better proof of the drawing power of our present visitors at the Theatre Royal could have been given than in the attendance on Saturday night to witness *The Second Mrs. Tanqueray*. The play is not new to Hongkong, but in spite of the extremely oppressive weather the house was as full as it could be. Among the audience were H.E. the Governor, with Lady Blake and suite. Mr. Pinero's farce play is the most ambitious of the pieces put on by the Brough Company and, as those know who have seen it played by them in Hongkong before, sets the skill of the Company to the utmost. The first of the English "problem plays" (so-called), it is certainly not to be classed as a comedy. Its author calls it simply an "original play," and has his right to the title in the manner in which he handles the question of the rehabilitation of the *demi-mondaine*, a class over which it had hitherto been the habit of the English and most of the Continental dramatists to gush with ineffective and unreal sentimentalities. Mr. Pinero, if he did not succeed in making a great play, yet showed no fear of facing the truth, as far as he could see it. Naturally the interest is centred round the character of the woman, and by the addition of the previous wife's daughter. Mr. Pinero obtains his plot. Mrs. Brough takes the part of Paula Tanqueray and so the burden of the play's success or failure fell on Saturday night on her shoulders. She sustained it admirably. In the first act indeed she was hardly at her best, but as soon as the more emotional part of the drama was reached she rose fully to the occasion and maintained a high level to the end. Owing to the wretched acoustic properties of our Theatre most of the last act was lost by a large section of the audience, but it will be easily understood that the performers are not to blame for this. Mr. Brough was, as ever, a well-nigh perfect exponent of his role. His acting will long be remembered in Hongkong and certainly not least in the part of Aubrey Tanqueray. Ellan was represented by Miss Noble, who played both charmingly and humanely—we say this because the "angelic" side of the character might easily be overdone. In the sympathetic part of Cayley Drummler, Mr. Leslie Victor bore himself very well. Miss Thompson again sustained the character of a middle-aged lady, Mrs. Cortelyou, with success. Mr. Lovell we did not think suited by his part and he had no opportunity of distinguishing himself as he has in other plays in the Company's repertory. The remaining parts were in most capable hands. The staging and costumes were as admirable as ever.

The following is the full cast of characters:—Aubrey Tanqueray ... Mr. Brough
Cayley Drummler ... Mr. Leslie Victor
Sgt. George Orreyed ... Mr. P. Brough
Captain Hugh Ardale ... Mr. W. T. Lovell
Frank Musquith, Q.C. M.P. ... Mr. M. Majoroni
Gordon June, M.D. ... Mr. McIntyre
Morris ... Mr. Harvis
Mrs. Cortelyou ... Miss Bessie Thompson
Ellan ... Miss Grace Noble
Lady Orreyed ... Miss Temple
Paula Tanqueray ... Mrs. Brough

LIQUID FUEL.

The adjourned discussion upon the paper read by Mr. John Lambert, the Superintendent Engineer of the Cosmopolitan Dock, at the Engineer's Institute, a fortnight ago, took place on Saturday evening in the presence of a large and representative meeting of engineers. Mr. Ramsey presided, and among those present who took part in the discussion were Messrs. Kirkwood, Murchie, Murphy, Lewis, Macpherson, Tennant, Stirling, Soppitt, Hawley, Pearson, and Turner.

The general tenor of the discussion was as to the advantages derived from the use of liquid fuel over that of coal as far as ocean-going steamers were concerned.

Mr. Cook, the president of the Institution, was unable to be present, and wrote a letter tendering an apology for his absence. Mr. Lennox, in a very interesting address, furnished statistics comparing the relative efficiency of the two fuels, and in conclusion said he would hail with pleasure the substitution of oil for coal as lessening the duties of marine engineers.

Mr. LAMBERT having replied, the meeting concluded with the customary vote of thanks to Mr. John Lambert and to the Chairman.

POLICE COURT.

Saturday, 27th April.

BENJ. MR. KEMP.

HEARTLESS TREATMENT OF A SICK MAN. A Chinaman on Thursday evening took a friend to an opium den, by way of a treat. Whilst there, the sharp eyes of the den-keeper detected signs that showed the friend was suffering from plague, and he ordered the sick man to be removed. The latter was by this time quite helpless, and in this state was carried out by the first-mentioned Chinaman and left lying in the street, exposed to a drizzling downpour of rain. By and by the police found him, and he was taken to the Tung Wah Hospital, quite unconscious. When he recovered his senses he told his story, and the den-keeper and the other man were arrested. They were charged with neglecting to report a case of plague.

The divan-keeper got off with a caution, but the other was fined the full penalty, 825 or six weeks' imprisonment.

ROBBING A MONK-CHANGER.

A money-changer who had just returned to the colony from Annam got into the company of two youths on the 14th inst., and, finding their company very agreeable, his heart warmed, and he told them all about his affairs, mentioning incidentally that he carried in his pocket a matter of \$200. Shortly after the youths left, and as the money-changer prepared to return, he took the \$220 with them. He at once repaired to the Central Police Station and gave information of the robbery. By the description he gave of the men, Chinese Sergeant 292 and P. C. 312 were enabled on the 27th inst. to effect their arrest.

When charged, each defendant blamed the other. The complainant had in the meantime gone back to his home in the country, and pending his return the case was remanded till Saturday, 4th May.

A SWEET TOOTH.

Leung Yau is a boatman with a sweet tooth. He stole a bag of sugar, value \$4.50, from a shop coolie on Saturday morning, and pleaded guilty to the offence when charged.

His Worship passed sentence of six weeks' hard labour.

STOPPING ON THE WAY.

A seaman from the U.S.S. *Newark* told the magistrate that on Friday afternoon he gave a ricksha-coolie \$1.20 to take him "chop-chop" to the ship, fifteen minutes' ride distant, where the launch from the ship took off those desiring to return on board. On the way to the ship he stopped to have a drink, and when he came out coolie and ricksha had vanished. Fortunately, however, he had taken note of the number of the ricksha, and by this means had the coolie, whom he was able to identify, arrested.

The magistrate did not consider the complainant's statement justified a conviction, and discharged the defendant.

DISOBTAINING PRISON REGULATIONS.

A coolie whose term of imprisonment expired on Friday thought to oblige one of the friends he was leaving behind by smuggling a letter from the latter to his friends. He forgot the searching ceremony that is gone through when a prisoner leaves goal, and of course was detected. Mr. Craig, assistant superintendent, brought him before the magistrate, who sent him back to prison for three months more.

QUEEN'S COLLEGE.

The report of Mr. A. J. May, Acting Headmaster of Queen's College, is published in the *Gazette*. We make the following extracts:—

The total number on roll was 1,440, being nearly 100 more than last year; and this number could have been exceeded had the roll been large enough to have admitted of more entries being made, and the class-rooms of a more expansive nature. This shows that an entrance into this Institution is eagerly sought after, in spite of the fees being, in the higher part of the school, \$36 per annum, in addition to which each boy has to provide himself with all books used in the school, which in some classes means an extra expenditure of about \$10 on the part of each scholar in the upper classes. The average daily attendance was 990, as against 887 last year. The highest monthly attendance was reached in April, when there were 1,126 pupils in attendance. The highest average daily attendance was also in April, viz., 1,149. The largest number of boys present on one day was 1,179, on 25th July. The average from fees was \$29,037, being an increase of \$1,792 on last year. The gross expenditure has been increased owing to the increase of salaries granted under C.O.D. 280 of 1899, and also by an increase of compensation on the same, and the adjustment of exchange in England; yet owing to the great increase in the average daily attendance the expense of each scholar has been decreased by \$1.25.

The results of the Oxford Local Examinations are as follows:—Of the 8 pupils entered, one of whom was a Chinese. Of the 9 Preliminary Candidates, only 2 passed, one of these being a Chinese.

During the year under review, great strides have been made in recreation and sports. A greater interest has been taken in sports generally by the Chinese, who have now got both football and cricket clubs of their own, and 2 or 3 Chinese boys are included in the College 1st Cricket Eleven.

Mr. Tanner is to be thanked for encouraging sea-bathing among the boys, and for starting a Club open to all who were willing to pay the fee, of which many availed themselves. The outcome of this was Aquatic Sports promoted by Mr. Ralphs, and held for the first time in the history of this school, and here again some of the Chinese showed great proficiency.

In response to a general wish expressed by the non-Chinese students, Mr. Ralphs (having first consulted Mr. John Carrington, Colonel of the Hongkong Volunteers, on the matter) undertook to raise a Cadet corps which, with some of the former students, numbered close upon 50. Drills were carried on, and in November the corps was inspected by Sir John Carrington, who spoke very favourably of the appearance and drill of the boys and stated that a scheme would be presented to the Government for sanction to attach the corps to the Volunteers. The decision is still awaited.

Another subject which I hope is under the consideration of the Government and which I trust ere long will be an accomplished fact, is the building of a suitable Gymnasium.

Mr. May points out that throughout the past year the school has been seriously understaffed, owing to sickness among the masters and the lack of relief from England in the shape of a successor to Mr. Maclell.

The report of Messrs. C. Clementi and S. B. C. Ross, who examined the Upper School, is appended to Mr. May's report.

A month lately showed great presence of mind in the case of a Chinese. He had been told of a valuable diamond, and he was able to draw it out of the pocket of a Chinese (This was in America).

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TO LET.

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Hongkong, 14th March, 1901. [740]

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Hongkong, 27th March, 1901. [876]

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Hongkong, 13th April, 1901. [1008]

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Hongkong, 26th April, 1901. [1111]

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Hongkong, 26th March, 1901. [865]

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Hongkong, 24th April, 1901. [1095]

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Hongkong, 10th January, 1901. [1234]

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Hongkong, 18th March, 1901. [106]

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Hongkong, 2nd April, 1901. [612]

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Apply to—
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Hongkong, 22nd April, 1901. [1079]

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Hongkong, 25th April, 1901. [833]

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J. W. NOBLE.
Hongkong, 6th March, 1901. [661]

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Hongkong, 20th September, 1900. [899]

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MRS. SIDNEY JEFFREY
"VERITAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [78]

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Hongkong, 8th November, 1900. [27]

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[PUBLISHED BY SPECIAL ARRANGEMENT.]

WOMAN'S WORLD:
DOMESTIC AND SOCIAL.

BY EMINENT WOMEN WRITERS.

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ON THE BLIND SIDE OF MAN
AND THE
FOLLY OF ASSUMPTION.

BY SARAH GRAND.

Man perks and struts and says: "The pro-
per study of mankind is man!"—and woman
looks on and wonders. She wonders because
man seems so simple and easy to study, while,
by his own showing, she is he. If the problem
of the world. To woman man is as continual a
source of wonder as of sorrow. His colossal
conceit inspires her with a certain respect,
because of the size of it. She knows that never
in this world, not even with his help, can her
own self-satisfaction be anything but insignifi-
cant in comparison. Man declares that God
made them both, but made him the more admi-
rable creature of the two, and then, in sheer joy
of his own superiority, he goes out and sins
indiscriminately. He proclaims himself the
only ruler and law-giver, and makes a
feast to celebrate his sway, and eats and
drinks, and proves himself incapable. If
woman is the problem of the world, man is
certainly the paradox. With battle and blood-
shed he proclaims peace upon earth and good-
will to all men. His powers are as undeniable
as his limitations are unexpected. He cultivates
his intellect, which is finite, at the expense of
spirit, which is infinite. His devotion to his
own service is forever discounted by the clever-
ness with which he defeats his own ends. He
would be happy by means of every act which
makes for wretchedness. In contemplating the
marvelous works of man one is struck by
nothing more sympathetically than the extraor-
dinary ingenuity with which he makes misery for
himself. He has a blind side which limits the
extent of his own vision, and since he cannot
see upon that side, he assumes. The history of
woman is the history of the blind side of man.
But besides his congenital blindness in respect
to woman, man stands convicted of the blindness
of those who will not see. It is not easy to
discriminate between the two, nor is it necessary,
because the consequences are the same in either
case: man makes his mistakes and pays
dearly for them. We need go no further than
our own century to be sure of that. It has
been an eventful century in the history of
the development of woman. All her attributes,
good and bad, have been accentuated. In her
former state of subjection she was an imitative
insect, taking on the colour of her surround-
ings inevitably. The fault of the material of
which woman is made has always been that it
is too ductile, too easily moulded into any form,
whether of beauty or of hideousness. The nat-
ural woman is like pure gold, too soft to be
useful; she requires by way of alloy some stuff
that is sterner than her own metal to keep her
in shape. In every amalgam used for the pur-
pose, discipline should be the principal ingre-
dient. Unfortunately, in the days of a man
was by way of moulding woman, he brought
less discipline to the task than to the head
of a great institute for the training of women.
Once said to me: "I would not manage
twice the number of young men. Women are
so undisciplined." But why are they so
undisciplined? one naturally asked. He
shrugged his shoulders, as at a defect of nature.
Man applied practical principles to the rear-
ing and education of boys; his girls were the
victims of theory. Man had his opinion on the
subject of all that girls could do and were fit
for; out of those opinions he formed convan-
tions; and upon those conventions girls were
made to run as upon rails to certain arbitrary
limits. When a woman overstepped those
limits, man did not see in the fact an indication
of powers still latent in the sex at large, and
claiming attention; on the contrary, he set that
woman down as abnormal, a mere freak of nature,
only to be considered as an oddity. With his
own attitude he was entirely content, and when
women arose who doubted his wisdom and de-
termined to experiment for themselves, he
pronounced them a danger and a disgrace. He
had made nothing himself of the splendid
material he had in his hands; he had not even
suspected its value. All his energy had been
directed towards debasing it, curtailing its
sphere of usefulness, limiting its potentialities
—and that, not because he was malicious, but
because he was blind and assumed. He as-
sumed the right to control women, and she
submitted passively to his misguidance;
the everlasting reproach of women is that
she submitted. Man might have made woman
noble by an admixture of discipline and prin-
ciple, instead of which he has marred her by
suggestion. Looking within he found all his
own imperfections transferred to her. There
is no end to the trouble he has made by
suggestion, nor to the folly of his assumptions.
For example, he assumed that to marry was the
one ambition of woman; that should she fail to
secure for her very own a precious specimen of
himself, she must become a being of no account
—blighted, embittered, a trial to her friends,
an object of ridicule to the world at large; and
woman accepted this view of herself in that
position. The old maid of those times, answer-
ing to expectation, carefully developed in
herself all that was synonymous with old-
maidliness. Those were dark days for women,
the dark days of their captivity, when they suf-
fered such restraint and were cramped into so
small a space that there was no room for indi-
vidual expansion in any direction. Age was older
in those days, and youth neither so fair nor so
prolonged as it is at present. Finally, however,
there came a woman who questioned the sug-
gestion which converted the unmarried into
unhappy creatures; who wanted to know why

nothing nice and worthy of respect was asked
of the old maid. Man turned his blind side to-
wards this woman; he assumed that she was a
stormy petrel; he harled epithets at her. But
in vain. Call a thing in question and you con-
demn it. The unhappy old maid of the middle
of the century has already disappeared, and in
her place we have the "Glorified Spinster" of
to-day—busy, active, capable; engaged in every
sort of good work; enjoying her own life and
helping others to enjoy. No one suffered more
than man himself from the maiden lady of his
own family, the accredited mischief-maker,
whom he regarded as a useless encumbrance, a
tax upon his temper as surely as upon his in-
come. Yet if man had had his way, the self-
respecting single woman of our times, that best
of good fellows, all industry and independence,
more ready to give than to take, would never
have been.

There can be no doubt that man's attitude to-
wards woman has told disastrously on his own
progress as on his own peace. That he began
upon a wrong assumption in regard to women
is apparent now, and so also is the pity of it—
that he was able to impose that assumption so
long upon woman was one of his misfortunes.
It was for woman to enlighten him, but woman
was apathetic, and also she shrank from the
task. She foresaw that war must be waged to
prove her point, and thoughtful women have
got beyond war, and hate to return to it.
Their way is to collect facts, to draw logical
conclusions, to offer arguments, to rely upon
justice. They despise mere physical force as a
primitive attribute, now out of date. When
one man goes up to another and says: "You're
wrong and I'm right, and if you don't acknowl-
edge it, I'll hit you," woman thinks, him
ridiculous, she feels sorry for him. Man sees
the surface, he seldom looks beneath. He has
his brain and muscle, and he is very proud of
them; woman has her divine intuition, and
earies him not. She did not appreciate the value
of her own possession until of late, but now she
knows. When first she awoke from her apathy,
she was impatient of the many mistakes of man,
and all the more impatient because, although
she knew them to be mistakes, she could not
prove it. She had disarmed herself of her in-
fluence by long years of servile submission; only
when she echoed the sentiments of man would
he attend to her. He was blind to the possibility
of anything beyond the limits of his own narrow
view, and she was powerless to enlighten him.
Her impotence was agonising; she found her-
self facing her enemies alone without a weapon;
she saw her friends drifting to destruction, and
could not help them. Two courses were open
to her: either she must develop the best that is
in her, and go out into the world to work for
the world; or else she must abjure responsibility
and remain a chattel—a domestic drudge or a
puppet of fashion, only considered for her services
or for the outward show of her—the cut of her
clothes, her shape, and the colour of her skin.
When a woman abjures responsibility, some
man must pay for it, and plenty do.

The record of the blind opposition of men to
every move that woman makes to improve her
own position and thereby aid in the advance-
ment of the race at large, makes sad reading.
The insults offered to Dr. Sophia Jex Blake
when she knocked at the gates of the University
at Edinburgh and claimed the right to become
a medical practitioner if she had the capacity,
the poisonous attitude of the doctors towards
the first lady-nurses, the disgraceful slanders
which never failed to be resorted to in order to
stop any and every venture made by a woman
in a new direction, make sorrowful betrayal to
us today of the blind side of man, and of the
folly of assumption. When it was a question
of the medical profession one gathered from the
category that all women were about to become
medical practitioners. The higher education
of women was to have brought about the
physical deterioration of the whole sex; and
all aspirations must result in the end
of all true womanliness. Now, at the beginning
of the new century, we find that not a single
one of these prognostications has been fulfilled.
The dismal prophecies of what would happen
to woman were had their way still ring in
our ears. Advanced women have had their
way a considerable time, and are still advanc-
ing; but, as yet, nothing untoward has resulted
—no increase of plague, pestilence, and famine,
no deterioration of morals and manner—far
otherwise. For there never was any age when
mind your managers were more insisted upon, but
with this difference that we couple morals with
man's nowadays, and so strike anew the note
upon which the progress of the world depends.
It is evident by this time that the whole ten-
dency of the woman movement is towards the
beautifying, towards the ennobling, towards
the perfecting of life. Still man opposes. And
the consequences of his attitude are all unlove-
ly. His want of foresight might have been
pardonable, but his want of fairness is inexcusable,
and his want of principle a shame. Takes the
Borough Councils for example. It is well known
to those who were in the thick of the struggle
that woman were not deprived by the Lords of

A HELPLESS CRIPPLE!
N. Bengart, of Norborne, says:—For nineteen
months I lay a helpless cripple from Rheumatism.
The weight of my body was reduced from 170 lbs.
to 120 lbs. a proof of the terrible pain I had to
endure. During all this time, I sought a cure,
but after using everything I heard of, such as
salts, electricity, Turkish Baths, and above
all, useless employing physicians, I considered
myself incurable, especially so, when the last
physician told me that he would not accept any
more money from me, as the case was beyond
the human grasp. At this time I noticed your
advertisement in one of the morning papers. I
ordered Little's Oriental Balm with very little
confidence, but I was surprised after using 2
bottles. I was greatly improved and the con-
tinued use of your wonderful remedy cured me,
with the help of God, of Rheumatism.
For my part I shall do all in my power to
spread its merits. Sold at Re. 1 per bottle.
Agents for Hongkong:—THE VICTORIA
DISPENSARY, LD. [217-1]

their well-earned civil right to sit on Vestries
because they had not done too well. It was
found that they had ideas of duty which were
inconvenient. They actually considered the
poor whom they were there to serve, and paid
no respect to vested interests. Woman loves
honour and acts on her highest perceptions; it
is by ethics she tries all comes. When it became
evident that the Vestrywoman was not to be
bribed, that the unsafe dwelling would be
reported unsafe by her, no matter whose prop-
erty it might be, and the insufficient water-
supply would be stigmatised as insufficient, how-
ever, much dividends might suffer, Lords and
Commons were importuned by those whom her
honesty inconvenienced to remove her, and the
Lords succumbed. The Lords have a good deal
of property in London.

All this is as it should not be, and, in conse-
quence of it, woman is losing her respect for
man; often, towards the close of the century,
he provoked her ridicule. The New Woman of
the Nineteenth Century (for there have been
New Women in all centuries), demanded as
high a standard of purity for men as for women
—whereupon even the priests promptly called
her immoral. And what did she do? Did she
retire in shame and confusion? Not at all! She
just laughed—and the power of the priests to
degrade her was shaken. And now she is laugh-
ing at man. In the ears of the new century
that laugh is sounding, and sounding unpleas-
antly, for it is an unnatural laugh—the laugh
of one who is near to tears.

NOTICE OF FIRM

WE, the undersigned, have This Day been
appointed AGENTS by Messrs. T.
M. STEVENS & CO. of PORTLAND,
OR., for the sale of WEINHARD'S BRANDS
of AMERICAN BEER in Hongkong.
DOOLITTLE & POLLOCK.
Hongkong, 1st April, 1901. [1049]

CANDIDATES for POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 25 and
35 years of age.
Apply with Papers to—
COMMANDER,
H. M. Naval Yard.
Hongkong, 25th April, 1901. [1106]

EUROPEAN NURSEMAID.
Apply to—
"H."
Care of Daily Press Office.
Hongkong, 5th April, 1901. [957]

BY a YOUNG MAN, EVENING WORK,
whether in the line of Bookkeeping,
Revising of Accounts, Typewriting or General
Office work. Hours:—5.30 to 8 o'clock.
Apply to—
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND
CONTRACTORS,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for
any class of Steamships. Launches and
light-draught vessels a specialty. Contractors
for the supply and erecting of any type of
machinery. New work and repairs supervised.
New and second hand Launches for Sale.
Telegrams: "CELESTE," Hongkong.
Telephone, 232.
H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I. A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 29 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 359 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING of SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE. [161]

YOBARI AND SORACHI
COALS.
HOKKAIDO TANKO TETSUDO
KAISHA.
HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL... ANNUAL OUT-
YEN 12,000,000... PUT... 800,000 TONS.

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OTARU AND MURoran.

THE celebrated Yubari and Sorachi Coals are
widely known as the best and most econ-
omical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Muroran,
Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI ITOYAMACHI, Tokyo,
JAPAN.

Telegrams: "YANKO," Tokyo.
HUGHES & HOUGH,
Agents for Hongkong. [94]

INSURANCES

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 18th May, 1892. [30]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [33]

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899
£214,409,089.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 887,000 0 0
II. FIRE FUNDS... 2,731,183 13 7

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ARAX	Brit. str.		F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c., via PORTS OF CALL	COROMANDEL	Brit. str.			P. & O. S. N. Co.	On 11th May, at Noon.
LONDON	ANTENOR	Brit. str.			BUTTERFIELD & SWIRE	On 14th May.
LONDON	CALCHAS	Brit. str.		C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 28th May.
MARSEILLES & LONDON	CANTON	Brit. str.			BUTTERFIELD & SWIRE	On or about 18th May.
LIVERPOOL DIRECT	PRINCESS IRENE	Brit. str.		P. W. Vibert	MELCHERS & CO.	On 10th May.
BREMEN, via PORTS OF CALL	YARRA	Brit. str.		F. L. Sommer	NIPPON YUSEN KAISHA	On 1st May, at Noon.
MARSEILLES & LONDON, &c., via SINGAPORE &c.	AWA MARU	Jap. str.		N. Trent	MESSAGERIES MARITIMES	On 3rd May, at Daylight.
MARSEILLES, LONDON & ANTWERP, via SINGAPORE, &c.	KONIGSBERG	Ger. str.		Christian	HAMBURG-AMERIKA LINIE	On 6th May, at 1 P.M.
HAVRE, BREMEN & HAMBURG	SEGOWIA	Ger. str.		Foerck	HAMBURG-AMERIKA LINIE	On 17th May, at Noon.
HAVRE & HAMBURG	AMERICA	Ger. str.		Duckstein	SANDER WIELER & CO.	On 3rd May.
TRIESTE, &c., via PORTS OF CALL	GISELA	Ger. str.		Mosse	DODWELL & CO. LIMITED	On 10th June.
NEW YORK via PORTS & SUEZ CANAL	ASTORIA	Ger. str.		Ostermann	CARLOWITZ & CO.	On 15th May, P.M.
NEW YORK via SUEZ CANAL	TARTAR	Brit. str.		G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 3rd May.
VANCOUVER, via SHANGHAI, &c.	EXPRESS OF JAPAN	Brit. str.		H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 4th May.
VICTORIA, B.C., &c., via SHANGHAI, &c.	KINSHU MARU	Jap. str.		H. Fraser	NIPPON YUSEN KAISHA	On 1st May.
VICTORIA, B.C., &c., via SHANGHAI, &c.	TACOMA	Brit. str.		A. Dixon	DODWELL & CO. LIMITED	On 15th May.
PORTLAND (B.C.)	KRISTOPH COMPANION	Brit. str.			SHEWAN, TOMES & CO.	On 11th May, at 4 P.M.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amer. str.			PACIFIC MAIL S. S. CO.	On 17th May.
SAN FRANCISCO via AMOY, &c.	GARLIC	Brit. str.			U. & O. S. S. Co.	On 20th May.
SAN FRANCISCO via SHANGHAI, &c.	HONGKONG MARU	Jap. str.			TOYO KISEN KAISHA	On 1st May, at Daylight.
SAN DIEGO, &c., via MOJIL, &c.	CARLEIGH CITY	Brit. str.		McArthur	BUTTERFIELD & SWIRE	On 16th May, at Noon.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.			SHAW, LIVINGSTON & CO.	On or about 15th May.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.		Foerck	NIPPON YUSEN KAISHA	On 9th May, at 5 P.M.
YOKOHAMA & KOBE	SEGOWIA	Ger. str.			HAMBURG-AMERIKA LINIE	On 24th May, at 4 P.M.
KOBE & YOKOHAMA	TIENSIN	Jap. str.		G. Anderson	NIPPON YUSEN KAISHA	Today, at 4 P.M.
KOBE & YOKOHAMA	CHANGSHA	Jap. str.			BUTTERFIELD & SWIRE	On or about 11th May.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.		J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th May, at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.		N. Tate	NIPPON YUSEN KAISHA	On 24th May, at Noon.
MOJIL, KOBE & YOKOHAMA	MIKE MARU	Jap. str.		M. Yagi	NIPPON YUSEN KAISHA	On 1st May, at Noon.
TIENSIN	KWANGSI	Brit. str.			BUTTERFIELD & SWIRE	On 2nd May, at 5 P.M.
SHANGHAI	KASHING	Brit. str.		Ellis	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	EASTERN	Brit. str.			GIBB, LIVINGSTON & CO.	On 2nd May.
SHANGHAI & JAPAN	KWANGSI	Brit. str.		G. K. Wright, R.N.R.	P. & O. S. N. Co.	On or about 7th May.
SHANGHAI	BENGAL	Brit. str.		S. Barcham	P. & O. S. N. Co.	On or about 11th May.
SHANGHAI, NAGASAKI, HONGKONG & YOKOHAMA	PRINCESS IRENE	Brit. str.		E. Prohn	MELCHERS & CO.	Quick despatch.
FOOCHOW via SWATOW & AMOY	AMONG MARU	Jap. str.		S. Atsumi	MIITSU BUSSAN KAISHA	On 8th May, at Daylight.
SWATOW, AMOY & FOOCHOW	HAIRON	Jap. str.		Davis	DOUGLAS LAURENCE & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	KASUGA MARU	Jap. str.		K. Sudzuki	MIITSU BUSSAN KAISHA	On 1st May, at Daylight.
TAMU via SWATOW & AMOY	MAIDZURU MARU	Jap. str.		K. Sobajima	BUTTERFIELD & SWIRE	On 5th May.
LOILOI & CEBU	DIAMANTE	Brit. str.		A. Ramsay	SHEWAN, TOMES & CO.	On 5th May, at 5 P.M.
MANILA	LOONGSANG	Brit. str.		Weigall	JARDINE, MATHESON & CO.	To-morrow, at 6 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.		Huller	JARDINE, MATHESON & CO.	On 1st May, at 4 P.M.
BOMBAY, via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.		S. Yoshizawa	NIPPON YUSEN KAISHA	On 2nd May, at 3 P.M.

SHIPPING.

ARRIVALS.

April 27, EASTERN, British steamer, 3,500, Windrop Ellis, Port Darwin 14th April, General—GIBB, LIVINGSTON & CO.

April 27, DIAMANTE, British steamer, 1,254, A. Ramsay, Manila 24th April, Sugar—SHEWAN, TOMES & CO.

April 27, CHILIK, British str., 1,118, Newcomb, Chinkiang 22nd April, General—BUTTERFIELD & SWIRE.

April 27, MOYUNE, British steamer, 3,016, R. Couradi, Seattle 20th March, Flour—JARDINE, MATHESON & CO.

April 27, CROYSANG, British str., 1,194, Bowker, Chinkiang 22nd April, General—JARDINE, MATHESON & CO.

April 27, GLORY, British battleship, 14,850, F. S. Inglefield, Wessing 19th April.

April 27, ETRURIA, British steamer, 1,040, M. Crockett, Wuhu 23rd April, and Chinkiang 24th, General—JARDINE, MATHESON & CO.

April 27, WANGFOO, British str., 1,109, H. E. Laver, Shanghai 23rd April, General—BUTTERFIELD & SWIRE.

April 27, WINGSANG, British str., 1,517, T. H. Sellar, Swatow 20th April, General—JARDINE, MATHESON & CO.

April 28, A. MACLEOD, American str., 812, Y. Ugarte, Iloilo 24th April, General—BRAND & CO.

April 28, AJAX, British str., 4,477, H. E. Batt, Shanghai 24th April, General—BUTTERFIELD & SWIRE.

April 28, LOONGSANG, British str., 1,062, G. S. Weigall, Manila 25th April—JARDINE, MATHESON & CO.

April 28, PHRA CHOM KLAO, British str., 1,011, W. O. A. Shepherd, Bangkok 20th April, Rice—BUTTERFIELD & SWIRE.

April 28, KWANLOEE, British steamer, 1,467, Lincoln, Canton 28th April, General—CHIEFFE.

CLEARANCES.

At the Harbour Master's Office, 27th April.

Tahang, British str., for Bangkok.

Daijin Maru, Japanese str., for Swatow.

Kueiyang, British str., for Canton.

Kugosha Maru, Japanese str., for Singapore.

Haitan, French str., for Hoihow.

Thales, British str., for Swatow.

Reconqui, German str., for Hoihow.

Deutero, German str., for Hoihow.

Haitong, British str., for Hoihow.

Hita Nossak, German str., for Shanghai.

Iyemcon, German str., for Shanghai.

Chiyuen, American str., for Shanghai.

Emerald, British str., for Manila.

DEPARTURES.

April 26, VIBER, French gunboat, for Saigon.

April 27, HUMBER, British storeship, for Shanghai.

April 27, BALLAARAT, British str., for Shanghai.

April 27, MICHAEL JENSEN, German str., for Hoihow.

April 27, ELITA NOSSAK, German str., for Shanghai.

April 27, LITTONCO, Ger. str., for Shanghai.

April 27, CHUYEN, Amer. str., for Shanghai.

April 27, BENEMALDA, British str., for Manila.

April 28, DAIJIN MARU, Jap. str., for Swatow.

April 28, TAKSANG, British str., for Bangkok.

April 28, KWEIYANG, British str., for Canton.

April 28, KAGOSHIMA MARU, Jap. str., for Bombay.

April 28, HAILAN, French str., for Hoihow.

April 28, THALES, British str., for Swatow.

April 28, KROKOWAL, German str., for Hoihow.

April 28, DEUTERO, German str., for Bangkok.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Hikasa Maru.

KOWLOON DOCKS.—U.S.S. Bennington, Lung Teing, Hanchow, Pinguey, Compagnie de Etilpne, Slay, Burnside, Argue, Athenian, Kufung, Swift, Hongkong, Zaire.

COSMOPOLITAN DOCK.—Colonies, Petriana, Haiman.

SHIPPING REPORTS.

The British steamer Wangan, from Swatow 26th April, had light N.E. wind, overcast and dull weather.

The British steamer Loongsang, from Manila 25th April, had moderate northerly breeze and fine weather.

The British steamer Diamante, from Manila 24th April, had fine calm and clear weather and smooth sea.

The British steamer Etruria, from Wuhu 23rd April and Chinkiang 24th, had various winds and fine, hazy weather.

VESSELS ON THE BERTH

The British steamer Phra Chom Kiao, from Bangkok 20th April, had light variable winds and fine weather throughout.

The British steamer Ajax, from Shanghai 25th April, had light to moderate E.N.E. wind and day, clear weather throughout.

The British steamer Eastern, from Sydney via Timor and Manila 5th April, had light variable winds and the weather throughout the voyage.

The British steamer Chilik, from Chinkiang and Wuhu 22nd April, had moderate and strong S. and S.W. winds and frequent dense fogs to Turnabout; thence moderate N.E. breeze and cloudy weather till arrival.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Kobe, Yokohama, and Honolulu) WEDNESDAY, May 1, at DAYLIGHT.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, at NOON.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, June 18, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 1st May, 1901, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Seal Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

George Eckley, Acting Agent. Hongkong, 3rd April, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 3rd May, at DAYLIGHT.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 10th May, at DAYLIGHT.
KINSHU MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE, MOJIL and YOKOHAMA	SATURDAY, 11th May, at 4 P.M.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT.
MIKE MARU	MOJIL, KOBE and YOKOHAMA	TUESDAY, 21st May, at NOON.
KASUGA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at NOON.
HIROSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at NOON.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 29th April, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KONIGSBERG	HAVRE, BREMEN & HAMBURG	On 3rd May	Freight and Passage.
SEGOWIA	HAVRE & HAMBURG	On 20th May	Freight.
AMERICA	HAVRE & HAMBURG	On 10th June	Freight.

For further particulars as to Freight, Passage, etc., apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1.

Hongkong, 26th April, 1901.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

KOBE	TIENSIN	About 1st May	Freight only.
SHANGHAI and JAPAN	JAPAN	About 7th May	Freight or Passage.
LONDON, &c.	G. K. Wright, R.N.R.	May	
SHANGHAI	COROMANDEL	Noon, 11th May	See Special Advertisement.
MARSEILLES and LONDON	F. W. Vibert, R.N.R.	May	
	BENGAL	About 11th May	Freight or Passage.
	S. Barcham	May	
	CANTON	About 15th May	Freight or Passage.
	C.F. Lockstone, R.N.R.	May	

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINCESS IRENE	WEDNESDAY, 1st May.
PRINZ HEINRICH	WEDNESDAY, 15th May.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
SPITZBERG	THURSDAY, 8th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS IRENE	THURSDAY, 5th September.
PRINZ HEINRICH	THURSDAY, 19th September.
PREUSSEN	WEDNESDAY, 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 16th October.
SACHSEN	WEDNESDAY, 30th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON WEDNESDAY, the 1st day of May, 1901, at Noon, the Steamship "PRINCESS IRENE" of the Norddeutscher Lloyd, Captain P. Wetlin, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 20th April, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 30th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

and Parcels should not exceed Two Feet Cube in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 18th April, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	2,811	A. Dixon	May 17th
VICTORIA	3,502	J. Panton	May 28th
DUKE OF FIFE	3,821	J. S. Cox	June 7th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, \$32.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, \$48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA and TACOMA, \$35.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA.

TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED.

Hongkong, 16th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	Due
GLASGOW and LIVERPOOL	"DARDANUS"	On 2nd May.
GLASGOW and LIVERPOOL	"MACHAON"	On 9th May.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th May.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th May.

FOR	STEAMERS	TO SAIL
LONDON	"AJAX"	On 30th April.
LONDON	"ANTENOR"	On 14th May.
LONDON	"CALCHAS"	On 28th May.
LIVERPOOL	"PYRRHUS"	On 10th May.
LIVERPOOL (Taking Cargo at London Rates)	"ULYSSES"	On 24th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O.S.S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KASHING"	On 30th April.
SHANGHAI	"KWANGSE"	On 2nd May.
TIENTSIN	"KWEIYANG"	On 2nd May, at 5 P.M.
ILIOLO and CEBU	"KAIFONG"	On 5th May, at 5 P.M.
Kobe and YOKOHAMA	"CHANGSHA"	On 10th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,
HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship

"PREUSSEN"
OF THE NORDDEUTSCHER LLOYD,
Captain E. Prehn, will leave with the outward
German Mail about TUESDAY, A.M., the 30th
inst., will leave for the above places about 24
hours after arrival.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 27th April, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND
TAIWANFOO.

THE Company's Steamship

"AKASHI MARU"
Captain K. Sadzumi, will be despatched for the
above ports on WEDNESDAY, the 1st
May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 17th April, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CONGSAUNG"
Captain Weigall, will be despatched as above
on WEDNESDAY, the 1st May, at 4 P.M.

This Steamer has superior accommodation for
First Class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 27th April, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"FERDINAND" ... 3rd May

"AFRIDE" ... 24th May

"HILGREN CASTLE" ... 13th June

"LOWTHER CASTLE" ... 30th June

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 20th April, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.

PORTS OF BRAZIL AND LIVERPOOL.

ON MONDAY, the 6th May, 1901, at
5 P.M. the Company's Steamship

"YARRA," Captain Negro, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSEILLES via Ports of Call,
WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 5th
May. (Parcels are not to be sent on board.)
They must be left at the Agency's Office. Con-
tents and Value of Packages are required.

For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd April, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(HAMBURG AMERICA LINE-HAMBURG)

FOR NEW YORK VIA SUZ CANAL.

(With liberty to call at MANILA)

THE full-powered Steamship

"ASTORIA"

will be despatched for the
above port on or about 4th May.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 24th April, 1901.

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.

MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed SAILINGS FROM HONGKONG.

"GAELIC" (via Shanghai, Kobe, In-
land Sea, Yokohama, and Honolulu) ...
TUESDAY, May 7,
1901, at Noon.

DORIC (via Shanghai, Kobe, In-
land Sea, Yokohama, and Honolulu) ...
SATURDAY, June 1,
1901, at Noon.

COPRIO (via Shanghai, Kobe, In-
land Sea, Yokohama, and Honolulu) ...
THURSDAY, June 27,
1901, at Noon.

THE Company's Steamship "GAELIC"
will be despatched for SAN FRAN-
CISCO VIA SHANGHAI, NAGASAKI,
Kobe, INLAND SEA, YOKOHAMA, and
HONOLULU on TUESDAY, the 7th
May, 1901, at Noon.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and partic-
ulars of the various Routes may be obtained
upon application.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embarking
at San Francisco for China or Japan (or vice-versa)
within one year, will be allowed dis-
count of 10 per cent. This allowance does not
apply to through fares from China and Japan to
Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at the
Company's Office until FIVE P.M. the day pre-
vious to sailing.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 15th April, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" ... About 15th May.

S.S. "BELGIAN KING" ... About 10th June.

THE Steamship "CARLISLE CITY" will
be despatched for SAN DIEGO and
SAN FRANCISCO via MOJOI, KOBÉ and
YOKOHAMA on or about 15th May.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 27th April, 1901.

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
OREGON RAILROAD AND NAVIGA-
TION COMPANY

operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"

between HONGKONG and PORTLAND
(OR) calling at SHANGHAI, NAGASAKI,
MOJOI, KOBÉ and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"
will be despatched for Portland (OR) about
20th May, 1901.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.

For through rates of Freight and further
information communicate with or apply to
ALLAN CAMERON,
General Agent.

SHERMAN, TOMES & CO.,
HOLLAND, 17th April, 1901.

SATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

Hongkong, 24th April, 1901.

Hongkong, 24th April, 1901.

Hongkong, 24th April, 1901.

Hongkong, 24th April, 1901.

Hongkong, 24th April, 1901.

Hongkong, 24th April, 1901.

Hongkong, 24th April, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"ANPING MARU"
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 8th
May, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 24th April, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE"
Captain McArthur, will be despatched for the
above ports on THURSDAY, the 5th of May,
at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 15th April, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"COROMANDEL,"
Captain F. W. Vibert, R.N., carrying His
Majesty's Mails, will be despatched from this
port on SATURDAY, the 11th May, at
Noon, taking passengers and cargo for the
above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 29th April, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:—

ADOLPH OBRIE, American ship, Amesbury.—
Standard Oil Co.

CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migas
Orts.—Brandao & Co.

LOUIS J. KENNY, Amr. sch., A. H. Olsen.—
Master.

PRESIDENT, British bark, R. B. Munro.—
Chinese.

SEA WITCH, American ship, Howes.—Master

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUMSANG"
having arrived from the above Ports, Con-
signees of Cargo by her are hereby informed
that their goods will be delivered from along-
side.

Cargo impeding the discharge or remaining
on board after 4 P.M., the 27th instant, will be
landed at Consignees' risk and expense into
Godowns at EAST POINT.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 25th April, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLARAT"
FROM HOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
goods are landed.

This vessel brings on Cargo:—
From London, ex s.s. Himalaya and Cale-
donia.

From Australia, ex s.s. Britannia.

From Persian Gulf, ex s.s. Jana.

Optional goods will be landed here unless
instructions are given to the contrary before
3 P.M., TO-DAY.

Goods not cleared by the 1st prox., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be received.

H. A. RITCHIE,
Superintendent.

Hongkong, 26th April, 1901.

NOTICES TO CONSIGNEES

STEAMSHIP "INDUS"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo in connection with
above Steamer are hereby informed that
their goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown Co.,
Limited, at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 5 P.M. TO-DAY, the 21st inst., re-
questing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 29th inst., at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 29th inst., or they will not be recognized.
All damaged packages will be examined on
MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st April, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENVOLICH"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, whence and/or from the Wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
undelivered after the 29th instant, will be
subject to rent.

All claims against the Steamer must be pre-
sented to the Undersigned on or before the 10th
prox., or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th instant, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd April, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENSHIEL"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBÉ AND MOJOI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersigna-
ture, and to take immediate delivery of their
Goods from along-side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LIMITED,
Agents.

